

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:44 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 451 Const Calendar Day: 24 Date: 28-Jun-2012 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 240, JACKING SADDLE JACK CALIBRATION:



I have conversations with Levi Gatsos today regarding the upcoming jack calibration at Schwager Davis. The jacks to be calibrated are 300 Ton Enerpac jacks that are being removed from the cable compaction machines. Per CCO 240, we have added a requirement to monitor the jacking force at the jacking saddle (it was previously only displacement based). There are 16 jacks that will be calibrated to "A" and "B" gauges. Also, 2 backup jacks will be calibrated to 8 different gauges. There are a total of 24 pairs of calibrations. New gauges (8 each) will also be purchased. Schwager Davis will also be calibrating the 8 gauges before using them with the jacks.

In the morning, Levi asks about the calibration points on the curve - calibrate one point or multiple points. I tell him that we want calibration at multiple points, which is standard practice for jack calibration. We discuss that there are a couple of increment possibilities and that ABF and CT-Construction will leave the increment amount up to Schwager Davis and CT-Translab/METS to decide. We discuss possibilities of 50-ton or 60-ton increments, either use 50, 100, 150, 200, 250, 300 tons or use 60, 120, 180, 240, 300 tons.

In the morning, Levi says that ABF's plan is to load the jacks on pallets today, ship the jacks to Schwager Davis tomorrow (Friday 6/29/2012) morning, and for testing to possibly start later tomorrow (Friday 6/29/2012) morning. After discussion with CT-Translab/METS (Bahjat Dagher) and ABF (Levi Gatsos and Adam Roebuck), Levi and I agree that possibly starting testing on Friday 6/29/2012 with it being dependent upon the unknown arrival at Schwager Davis in San Jose is not practical and testing will instead be scheduled to start first thing Monday 7/2/2012 morning, with Schwager Davis and CT Translab/METS agreeing to work late for all testing to be completed in one day.

By the end of the shift today, ABF has not removed all the jacks from the cable compaction machines, so they are behind their schedule from the morning. Note that removal of the jacks from the cable compaction machines for use at the jacking saddle is item work, and only calibration of the jacks and measuring jacking force at the jacking saddle are CCO work. Previously, ABF had removed 12 jacks from 2 cable compaction machines and those have been sitting on 2 pallets for several days/weeks in the warehouse. Recently, the other 2 cable compaction machines were brought from the field (SAS cable) to the warehouse / Pier 7 yard, and only 2 jacks have been removed by the end of the shift today. From those 2 cable compaction machines with 12 jacks, a total of 6 jacks are needed for calibration for use at the jacking saddle, meaning 4 more jacks need to be removed from the cable compaction machines.

In the evening, Levi Gatsos calls and emails to inform me that the jack calibration will need to be moved to Tuesday 7/3/2012. The jacks will be transported from the jobsite in Oakland on Friday 6/29/2012



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afternoon, but they will not arrive until mid-morning on Monday 7/2/2011 at Schwager Davis in San Jose. Then Schwager Davis needs to check the condition of the jacks, label the jacks, setup the testing equipment, etc. In order for testing to be a one-day operation, it will not start until first thing Tuesday 7/3/2012 morning.

CCO 247, MACHINE CABLE BANDS:

In the warehouse, ironworker Art Duron works in the afternoon, including the overtime portion of the day, grinding chamfers and cutting off excess finger/key length on the male halves of the cable bands still currently stored in the warehouse and not erected in the field yet. The machining is inspected by others (Warren Collins).

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE); WEST DEVIATION SADDLES AND JACKING SADDLE:

WDS-N, WDS-S, and WJS tie rods have not been stressed yet. ABF has stressing equipment on order, and it was scheduled to arrive by the end of June, so that these tie rods can be stressed before load transfer, as required. ABF engineer Levi Gatsos tells me today that the equipment is now scheduled to arrive on Monday 7/2/2012. That is when the equipment arrives from England, but then ABF may not really get the equipment right away, depending on customs issues. Levi asks about the need for jack calibration/verification, and I forward this issue on to others. After the Boltight equipment for the 1-1/2" and 1-3/4" rods arrives, the WDS-N, WDS-S, and WJS tie rods can be stressed and ABF plans to perform that work as soon as they can schedule ironworkers for that work.

INSPECTOR OT REMARK:

2 hours OT: Hinge A survey and previous CCO 106 Skyway lowering/surveying:

1. Late discussions with ABF and DJV regarding a meeting tomorrow morning on this issue.
2. Field visit to verify Skyway punchmarks.

Meeting tomorrow morning is to discuss issues with ABF's recent Skyway survey. Some pre-meeting discussion is about what has been surveyed previously under CCO 106. Also discuss previous survey work to transfer deck points into the OBG to locate the HPB sleeves relative to the outside OBG so that the HPB's will align between the Skyway and SAS.